

CLASSIFICATION <u>SECRET</u>		- U.S. OFFIC	
COUNTRY	East Germany	REPORT	
TOPIC	Werneuchen Airfield		25X1
EVALUATION		PLACE OBTAINED	
DATE OF CONTENT			25X1
DATE OBTAINED		DATE PREPARED	19 October 1954
REFERENCES			25X1
PAGES	2	ENCLOSURES (NO. & TYPE)	
REMARKS			
This is UNEVALUATED Information			

1. Between 2 and 18 September 1954, the following supply shipments arrived at Werneuchen airfield by rail:

2 September. One boxcar with military goods from Jueterbog-Altes Lager

25X1

9 September. Thirteen tank cars with 220 tons of solvents from Ruhland, consigned to Chernikov. Two flatcars probably from Straussberg, consigned to Red Army. The flatcars were loaded with 2 crates, one of them 6 x 1.20 x 2.80 meters, the other 10 x 3.5 x 1.3 meters and tapering off trapezoid-like to above.

11 September. Two gondola cars with 40 tons of briquettes from Prochin-Heidemuehle, consigned to Vlasov. Five gondola cars with 75 tons of hard coal from Oelsnitz, consigned to Vlasov.

13 September. One gondola car with 25 tons of briquettes from Prochin, consigned to Vlasov. One car with 10.9 tons of glass from Pirna, [redacted] Two boxcars with 6 tons of furniture from Teltow [redacted] consigned to Goloskovski. One tank car with 22.3 tons of military goods from Velten, consigned to Chernikov.

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16 September. One car with 8.2 tons of glass from Pirna [redacted] Four boxcars with 40 tons of military goods from Jueterbog-Altes Lager, consigned to "BHK". Seven tank cars with 110 tons of solvents from Ruhland, consigned to Chernikov.

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18 September. Six tank cars with 103.9 tons of solvents from Ruhland, consigned to Chernikov.

On 12 September, 1 boxcar and 2 flatcars were dispatched from the field to Jueterbog-Altes Lager. [redacted] The cars were loaded with 5 crates, 240 x 140 x 220 cm each.

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25X1

- 2 -

2. The following air activity was observed at the field between 9 and 15 September: Between 0800 and 1400 and between 1930 and about midnight on 9, 10, 13 and 14 September, Il-28s practiced flying. The aircraft took off at intervals of 15 to 25 minutes and flew out of sight. On 11 September, there was flying as on the preceding days except that there was no night flying. Between 1145 and 1200 on 15 September, 30 to 35 Il-28s without auxiliary fuel tanks took off in rapid succession and disappeared from sight toward the west. After 1200, jet aircraft were heard flying at very high altitudes. At 1210, a twin-engine monoplane, apparently a Li-2, took off.

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3. Between 1000 and 1130 on 16 September, 49 Il-28s or U-Il-28s and 1 twin-engine monoplane were counted at the field.

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Shortly past 1000, one Il-28 took off, followed by another Il-28 after about 5 minutes. About 1045, another aircraft took off. Three groups of three soldiers each proceeded along the barbed-wire fence at the northern boundary of the field. Since the soldiers were unarmed and stooped down repeatedly it was believed that they were inspecting a cable.

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Comment.

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The names mentioned as consignees were reported previously, except for Goloskovski who is reported for the first time. The measurements of the crates shipped on 9 and 12 September differ from those previously observed with jet engine crates. The crate measuring 10 x 3.5 x 1.3 may have contained a small aircraft.

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Comment. Two bomber regiments are believed to be stationed at Werneuchen airfield.

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